

May 2008

Blood Brothers Racing brought 2 engines over, 1 has been in the car for 6 seasons with only a fresh set of valve springs about 2 years ago. WAY overdue for a freshen-up! Found the # 4 main down to copper and 1 exh. valve a little pitted, other than that everything looked good. Got the new rings and bearings, ground the crank 010/010, honed the block replaced the guide liners, touched up the valve job, bumped up the compression a little, and got a different cam for its new duty on the dirt track, no more EASY LIVIN' on asphalt!

Mikey picked up his 360 Dodge, not sure when he plans on putting it in the car.

Tomcats 383 Chevy is in the Vette, the carb he bought at the Turkey Rod Run loaded the engine with fuel, and wouldn't idle right. Got him a Quick Fuel 650, with a new set of plugs and an oil change (gasoline is not a good lubricant) it should run great. It sounded strong once the fuel cleared out.

Picked up the 500 Caddy from Hartline Airboats. It ran so lean it tuliped 2 intake valves (one cracked 2/3rds the way around the valve head) also dropped an exh. seat, burned some pistons and took out the cam when the valves went south. Could have been alot worse. Honed the block polished the crank, fixing the heads, ordered a cam, pistons, rings and brgs. she should be back on the water soon.

The BIG news is we bought a 77 Vette for Karen, got a GREAT DEAL on it. We've both always wanted one. This one has had alot of work already done to it. It was a REAL NICE RIDE driving it to its new home. Thanks again Ken! (the guy we bought it from) he's a car guy too, and saved us the aggravation of looking at alot of overpriced junk! He was just telling me about his latest Rat Rod Pickup project, it doesn't have a motor, HMMMMM I wonder whos going to supply the power? No pressure Ken, (call me) The long term plan for the Vette is a Procharged small block, custom paint and some Centerline retro wheels, but it's so nice already, and runs and drives great, we're going to leave it alone (for now) The tag we ordered is NASTY 77 and one day it will be.

Steve (the owner of Tenn. Time Machine) and my first boss in this business over 30 years ago. Is looking for a 70s Nova to restore for Adam, who also worked with us way back when. UNBELIEVEABLE! Of course it will have Bad Attitude power. He's also looking for a 65-66 Mustang convertible for another of his customers, so everybody out there, keep your eye out for either of these cars.

Another friend of ours, Mark Wheeler (owner of Wheeler Automotive) has agreed to be one of our preferred installers. He's one of the best mechanics I've ever known, and is getting alot of high-perf work in his shop. Word travels fast when you know your stuff. You can contact him at (386) 257-9902

Project mother F&E won't engage 2nd gear, called Transmissions by Larry, and we'll be taking the car to him soon (this is the last bug to iron out) the list was LONG! Larry was recommended by Tom Tilton, another local racer. We saw a few of Larrys decals on some nice rides at a car show last year he seems to have a good reputation on racing automatics. We'll keep you posted.

Just got a call from an old friend Drew, he is "The Olds Guy" he's looking for 68-72 Cutlass, 442s, Hurst Olds, and W30 cars, also 425 and 455 engines. I told him I would put the word out, so anybody finding these cars or parts let me know and I'll put you in touch with him.

Thats about it for now, Tommy